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Montana and Intelligent Transportation Systems



Whoever said Montana isn't on the cutting edge of technology? Congress has recognized Montana as a National leader by earmarking \$1,000,000 to a Montana led effort to develop Rural Intelligent Transportation Systems.

Imagine this.....
You're in the middle of nowhere, hit an elk, and are pinned in your vehicle - what do

"A highway Patrol dispatcher said little was known about the accident Saturday because of the remote location of the wreck. There were multiple injuries, but the extent of those injuries were unknown, as were the exact number of people hurt."

"Billings Gazette - December 17, 1995"

you do? In Montana, this scenario is all too real, and has been a safety problem for the state for many years. What if.... you had a MAYDAY box in your car which could be activated automatically. It would then send a distress signal to an emergency center which in turn, would notify rescue parties sending help just minutes after the distress signal was activated. After all, how valuable is each minute when the temperature is 20° below, and you're injured and trapped in your vehicle?

Introducing Intelligent Transportation Systems (ITS)! A system which uses advanced technologies to accomplish such things as: improved safety on roads; reduced congestion by diverting traffic; improved mobility; improved economic production; and reduced cost of government by automating some manual procedures.

Over the past four years, this program has developed a great deal of momentum at the national, state and local levels. Montana is no exception to that trend. The Western Transportation Institute (WTI) was

established in 1994 by the California and Montana Departments of Transportation and Montana State University as a national and international center for rural transportation research and education.

When ITS was originally discussed, it was geared toward urban areas only, but due to efforts by WTI, rural areas are now recognized as part of ITS and Montana is now a front runner in the rural development of ITS.

ITS is made up of literally hundreds of specific applications. Some applications which may serve Montana well are:

- Commercial Vehicle Electronic Clearance.

This application facilitates domestic and international border

clearance. It will minimize stops by taking care of all border clearances electronically.

Clearances include vehicle identification, weight, and trip status. (Continued on Page 7)



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MDT Planning Division Updates

Fort Peck Transportation System Transit Facility Celebrates Grand Opening

The grand opening of the Fort Peck Transportation System (FPTS) maintenance facility in Poplar was January 23, 1996. The event was attended by many local officials and residents.

This facility is another step in establishing a truly multimodal transportation system throughout Montana.

FPTS provides service throughout the 3,270 square mile Fort Peck Indian Reservation, with emphasis along a 76-mile segment of US Highway 2. Approximately 27,000 people ride FPTS annually.

The 6,100 square foot facility consists of a wash bay, two service bays, an open service pit, four storage bays, the main office, a conference room and a storage room.

The facility was funded with Federal Transit Administration funds administered by MDT and Fort Peck Tribe monies. Total project costs were \$532,000. The general contractor was Braden/Pehlke

Construction of Glasgow with the facility design performed by Johnson-Graham Associates of Billings.

Thanks to all who participated in making the Grand Opening a huge success! ♦



Vance Christianson, Past Transportation Board Member, Leta Atkinson, FPTS Manager, and Louis Mraz, Region VIII Federal Transit Manager - Cutting the Ribbon!



Rear view of the maintenance facility.

Flathead Intercity Bus Project

MDT is working with Flathead County Area IX Agency on Aging-Eagle Transit on a project that would use a computer program to assist in developing a county-wide ride-share program.

The ride-share program would involve collecting information from citizens interested in car pooling or van pooling to work, school, medical appointments, etc., and then matching rides.

According to Eagle Transit Director Deanna Thielman, projects cost are estimated to be \$9,600. Funds for this project would come from the Federal Transit Administration Intercity Bus Program which is administered by MDT. The funds are provided at an 80% federal and 20% local matching ratio.

Please call Janis Winston at (406) 444-4210 if you have any questions. ♦

State Maps Now Available with Locations Of RV Dump Sites

The Montana Department of transportation has developed a statewide map of all RV Dump sites throughout the state.

If Interested
Call 1-800-714-7296

THE TRANSPORTATION PLANNING NEWSLINE is published quarterly by the Montana Department of Transportation, Transportation Planning Division. The preparation of this newsletter is financed through the Federal Highway Administration's Statewide Planning and Research Program. Articles appearing in the Transportation Planning Newsletter are contributed by the staff of the MDT Transportation Planning Division.



Rail Issues Discussed

Over the last 20 years, Montana has lost approximately 1,500 miles of critical rail line. These abandonments have had a major impact on Montana communities and businesses that relied on these rail lines for jobs and access to national and international markets for Montana products.



In spite of recent merger activities involving the four largest railroads serving the West, MDT hasn't seen any evidence that further abandonments are imminent. However, the Department is working with local officials served by remaining branch lines to prepare for and possibly avoid future abandonments.

As part of this effort, Transportation Planning Division staff met recently with local officials in Northeast Montana to discuss the Whitetail and Scobey branch lines. Among the topics discussed were ways to assess the potential impacts of abandonments on highways, and the possible use of Local Rail Freight Assistance (LRFA) Program funds to improve the condition and service levels of threatened lines.

For more information, please call Jan Vogel at (406)444-4262, or Dick Turner at (406)444-7289. ♦

Community Transportation Enhancement Program *Look How Far We've Come!*

The Montana Community Transportation Enhancement Program (CTEP) is one of the most controversial and difficult programs MDT administers. However, the program remains extremely popular with communities throughout Montana.

CTEP is a Montana program which was jointly developed in 1992 by MDT, the Montana Association of Counties (MACO), and the League of Cities and Towns. The program is administered by MDT and guarantees Federal transportation enhancement funds for projects in all 56 counties and larger communities across Montana.

Most other states distribute Federal enhancement funds to just a few large projects each year. However, MDT felt this type of "top-down" project selection process wouldn't benefit Montana's smaller communities. CTEP projects are therefore selected by local officials, not MDT.

CTEP funds distributed in Montana come from the state's Surface Transportation Program (STP) funds. Federal law mandates that 10% of these funds be set aside for "transportation enhancements".

CTEP projects are subject to the same

Federal regulations and laws that apply to major highway or transit projects. MDT is constantly working with the Federal Highway Administration to streamline these requirements which have in the past delayed many projects.

In spite of the problems associated with the development and administration of this new program, more and more Montana communities are beginning to see the benefits of this unique program as CTEP projects are completed.

****For further information and all the details regarding CTEP please see the Special Program Focus on pages 4-6. ♦**

Transportation Planning Division Telephone Numbers

Only the most frequently requested numbers are listed here. For an area or person not listed, call
1-800-714-7296 (in Montana only),
or **(406)444-3423**.

Administrator (Patricia Saindon)	444-3143
CTEP (Mike Davis)	444-4383
Mapping (Joe O'Neil)	444-6119
Projects (Jeff Ebert)	444-7639
Rail Planning (Jan Vogel)	444-4262
Secondary Roads (Gary Larson)	444-6110
Statistics (Rick Rogne)	444-6111
Traffic Safety (Albert Goke)	444-7301
Traffic Statistics (Dan Bisom)	444-6122
Transit (Janis Winston)	444-4210
Urban Planning (Ross Tervo)	444-3445
ITS Planning (Dennis Hult)	444-9237
Newsline Editor (Sally Yarnall)	444-7233
Newsline Distribution (John Gardner)	444-7239

special Program Focus

Community Transportation •

What Is the Community Transportation Enhancement Program?

Also known as CTEP, this program is a capital transportation improvements program intended to more creatively integrate transportation facilities into their surrounding communities by enhancing an element of the natural or cultural environment. CTEP is not a grant program. It is a cost reimbursement program that follows all federal-aid project requirements.

What Type of Projects Are Eligible?

To be eligible for CTEP funding, projects must have a direct link to the transportation system based on function, impact or proximity, and fall under one of the following categories:

- Pedestrian and Bicycle Facilities.
- Landscaping and Other Scenic Beautification.
- Historic Preservation.
- Rehabilitation and Operation of Historic Transportation Buildings, Structures or Facilities.
- Scenic or Historic Highway Programs.
- Preservation of Abandoned Railway Corridors.
- Archaeological Planning and Research.
- Acquisition of Scenic Easements and Historic or Scenic Sites.
- Mitigation of Water Pollution Due to Highway Runoff.
- Control and Removal of Outdoor Advertising.

Because of administrative costs, each project must have a total minimum cost of \$10,000.

Where Does The Money Come From?

Federal Law requires 10% of Federal Surface Transportation Program Funds to be set aside by states for transportation enhancements. In Montana, this amount is approximately \$5 million dollars annually. Of this amount \$4 million is allocated to CTEP and the other \$1 million is used to fund enhancement projects initiated by the Department.

Can CTEP Funds Be Used to Pay Staff Salaries at the Local Level for Planning, Administrative Activities or CTEP Proposal Development?

No. CTEP is a capital transportation improvements program. While CTEP funds can't be used for planning activities or project proposal development, they can be used for city or county staff time spent on designing the project, preparing environmental and other necessary clearances, contract development, contract letting activity, contract administration and construction engineering.

Are Cities and Counties Required to Contribute To The Project?

Yes. 13.42 % of the total costs for all projects are required to be funded by the local city/county government. (Projects on Indian Reservations are eligible for 100% federal funding.)



Fort Peck Theater - Exterior Preservation



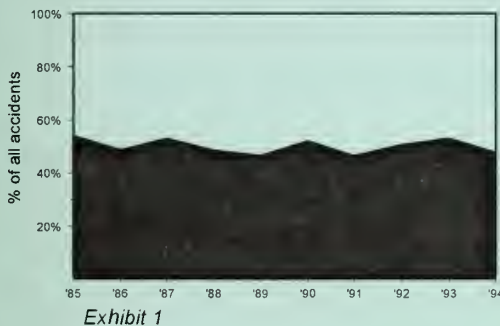
Montana's Drinking and Driving Laws



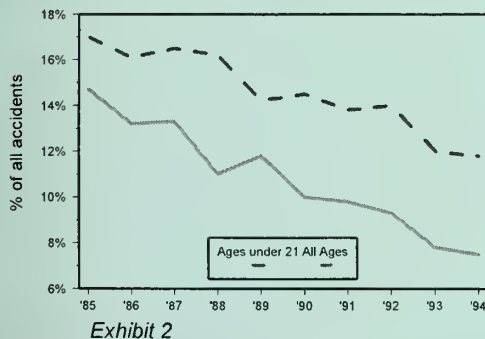
Background & Summary

Statistical analysis conducted by the Traffic Safety Bureau shows that alcohol related crashes are the leading cause of highway fatalities (see exhibit 1). Although the number of alcohol related crashes have steadily decreased in Montana since 1985 (see exhibit 2), this type of accident is still one of the leading causes of death within the state.

ALCOHOL RELATED FATAL ACCIDENTS



TREND IN ALCOHOL RELATED ACCIDENTS



The Traffic Safety Bureau and the Statewide DUI Task Force have played a major role in combating DUI by working with the state legislature and proposing several key changes to reform Montana's DUI laws. The following summarizes Montana's current DUI laws including all new changes:

A person who is in physical control of a vehicle on public highways of this state is considered to have given consent to a breathalyzer exam by any peace officer. If an officer has suspicion of a person being in control of a vehicle while under the influence, this test will immediately confirm the person's alcohol concentration so that proper action is taken.

Test results are defined as being legally drunk if:

- ☞ alcohol concentration is $>.10\%$
or in the case of persons under 21
- ☞ alcohol concentration of $>.02\%$.

Penalties

1st CONVICTION

- Not less than 24 consecutive hours or more than 60 days in jail.
- Fine of not less than \$100 or more than \$500.
- **Six month suspension of driver's license and/or driving privilege.**

2nd CONVICTION

- Not less than 7 days, at least 48 hours of which must be served consecutively, or more than 6 months in jail.
- Fine of not less than \$300 or more than \$500.
- **One year revocation of driver's license and/or driving privilege.** (Must complete the alcohol information course and treatment before the person can apply for a driver's license after the one year revocation.)

3rd Conviction

- Not less than 30 days, at least 48 hours of which must be served consecutively, or more than one year in jail.
- A mandatory fine of not less than \$500 or more than \$1000.
- **One year revocation of driver's license and/or driving privilege.** (Must complete the alcohol information course and treatment before the person can apply for a driver's license after the one year revocation.)

On a third or subsequent conviction, the court, In ADDITION to any other penalty imposed by law, SHALL order the motor vehicle owned and operated by the person at the time of the offense to be seized and then sold by the local government.

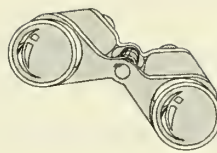
4th or Subsequent Conviction

- **Fourth offense is a FELONY** subject to imprisonment of a term not less than 1 year or more than 10 years. The first 6 months cannot be suspended.
 - A fine not less than \$1000 or more than \$10,000.
- (For purposes of sentencing a fourth or subsequent offender, the court must use all previous convictions, not just those within the past five years.)

In addition to these penalties, all persons convicted of DUI are required to complete an alcohol information course (Montana ACT program). This program may include alcohol or other drug treatment or both if considered necessary by the chemical dependency counselor conducting the program. A person convicted of DUI must also pay a \$100 driver's license reinstatement fee.

For more information, please call Al Goke at (406)444-7301.

● Enhancement Program



special Program Focus

How Is The Money Distributed?

Federal funds received by the Department are allocated to projects based on the population of counties and incorporated cities with a population greater than 1,000.

Who Can Develop a CTEP Proposal?

Anyone can develop a proposal, but they must be submitted by the appropriate city or county government.

To Whom Must Proposals Be Submitted?

A proposal is submitted to:
Montana Department of Transportation
Transportation Planning Division
Attention: Enhancement Program
PO Box 201001; Helena, MT 59620-1001

Who Are the Contact People?

Ed Hedlund, (406) 444-0809, assists local agencies with project specific development activities, and Mike Davis, (406) 444-4383, assists local governments with the proposal development and approval process.

After a Project Proposal Is Approved by MDT, Who Will Develop and Implement the Project?

The local government is responsible for all phases of project development and implementation including design, consultant selection, all necessary environmental, historical and cultural clearances, contract letting, contract administration, civil rights issues, federal-aid prevailing wage rates, DBE and ADA requirements, etc. as appropriate. All federal and state rules and regulations must be followed, or the project may not be eligible for federal funding.

What Steps Are Involved in Implementing a Project after It Is Approved by MDT?

There are many steps. Every project, regardless of the type of work, must be properly prepared and meet stringent federal guidelines. The program is broken down into 5 phases. A flow chart illustrating the process is shown on page 6.

How Long Does it Take to Get a Project Through the Process?

The whole process takes approximately 2 years, broken down into the following phases:

- Phase I - 16 weeks
- Phase II - 12 weeks
- Phase III - 30 weeks
- Phase IV - 16 weeks
- Phase V - 4 weeks

There is also 26 weeks of flexible/contingency time added to the total process time.

Who Must Maintain a CTEP Project Once It's Complete?

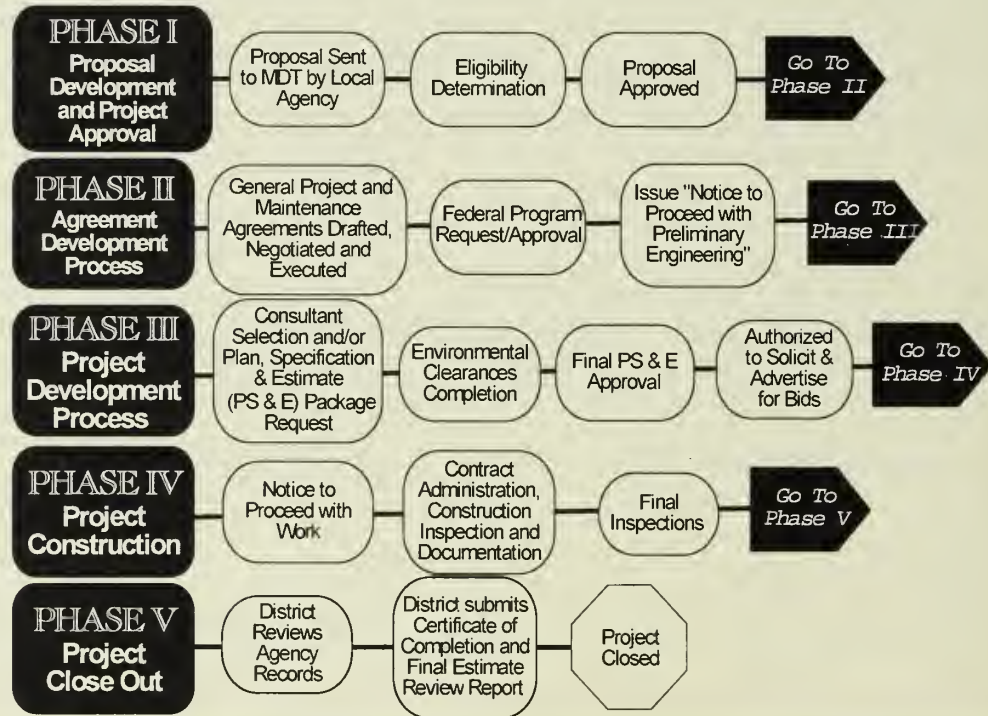
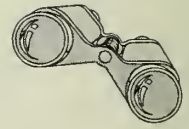
The appropriate city or county government is responsible for maintaining the project.



Butte Airport Landscaping

special Program Focus

CTEP Process



CTEP Progress Report As of February 1996

The following is a summary of projects within each phase of the CTEP process

Phase I - There are currently 4 projects in the Proposal and Development Stage.

Phase II - There are currently 49 projects in the Agreement Development Process.

Phase III - There are currently 120 projects in the Project Development Process.

Phase IV - Projects Soliciting Bids or Under Construction.

Depot Preservation-Fromberg	Labor Temple-Red Lodge	Art Guild-Red Lodge
Archway and Trees-Lewistown	Lions Park Trail-Ennis	Landscaping-Columbus
UPRR Depot Rehab-West Yellowstone	Bike / Pedestrian Path-Virginia City	Woodland Park Access-Kalispell
Airport RD Walkway-Seely Lake	Trolley Car Restoration-Missoula	Granite Peak Park-Columbus
B & L Landscaping-Cut Bank	Rivers Edge Trail-Great Falls	Citywide Parks-Red Lodge
Landscaping (2 projects)-Great Falls	Paris Gibson Square-Great Falls	Shady Grove Trail-Missoula
Racetrack Landscaping-Butte	Railroad Depot-Harlowton	Ulm-Pishkun Land Acquisition
Milwaukee Rd. Right-of-Way Preservation-Missoula	Sidewalks-Ronan, Billings and Columbus	

Phase V - Substantially Completed / Completed Projects

Sidewalk, Curbs and Gutter-Richey	City Hall Sidewalks-Stanford	Turner Park-Turner
Bike / Pedestrian Path-Stevensville	Fort Peck Theater-Fort Peck	Sidewalks-Park City
Landscaping-White Sulphur Springs	Charlie Russell Trail Brochure	Airport Landscaping-Butte
Sidewalks-Twin Bridges	Mullan Road Walkway-Frenchtown	City Park Walking Path-Baker
Cascade County Courthouse-Great Falls	Bike / Pedestrian Walkway-Wolf Point	CMR Museum-Great Falls

MDT Takes a Leap in Technology

(ITS Continued from page 1)

- **Emergency Notification and Personal Security.** This technology provides electronic notification of incidents, and electronically requests assistance immediately.
- **Variable Message Signs.** These overhead and roadside signs alert drivers of hazardous road or weather conditions, and also provide traffic routing instructions.
- **Travel Demand Management.** This service provides pre-trip travel information, ride matching and reservations.

Montana is already involved in various ITS activities which include:

- Monitoring remote weather and pavement conditions via the SCAN System. This information is used to more efficiently deploy snow plows.
- Coordination of traffic signals to relieve congestion and improve air quality.
- Automatic traffic data collection systems which gather data such as traffic volume, axle configurations, and speed.
- Weigh-in-motion units permanently placed in roads to measure vehicle weights. This data is used for pavement design and enforcement planning.
- Traveler weather information accessed via a toll-free hotline, the INTERNET, and highway advisory radio.

With the new funding from Congress, MDT and WTI are

developing several ITS projects, including a Barrier Free Trade Zone between Montana and Alberta, Canada at the Coutts/Sweetgrass border crossing on I-15. Using a transponder, vehicles will be pre-screened, and if everything is in order, won't have to stop at the border. Another project will improve safety conditions on the Greater Yellowstone corridor. This corridor is made up of three components: US Highway 191/20 between Bozeman and Idaho Falls, I-15 from Butte to Idaho Falls, and US Highway 89/26 from Livingston to Idaho Falls. This corridor is a vital transportation link with diverse rural terrain, varying weather and road conditions, animal hazards, and significant commercial traffic. ITS technology could reduce accidents on this corridor by using variable message signs to suggest safe speeds based on road conditions and vehicle weight.

Because of the fast pace and high profile of ITS activities in Montana, the Planning Division now has a full-time person to coordinate and develop MDT's ITS program. Dennis Hult, supervisor of the Traffic Data Collection Section, has been given this temporary assignment. Dennis' background includes extensive work with electronics as well as traffic data collection.

Developing an ITS plan is one of the first objectives of the Department. The Plan, which will take about a year to complete, will spell out MDT's future ITS activities.

For more information on ITS activities, contact Dennis Hult at (406) 444-9237. ♦

Heads Up..... 1997 STIP Planning Process to Begin

The Project Analysis section is gearing up for the 1997 Statewide Transportation Improvement Program (STIP) process. The STIP is a list of all Federal transportation projects proposed for the next three years (FY97-FY99). A draft version of the STIP will be available for comment in mid-summer. This is your opportunity to become involved in the selection of transportation projects statewide. Stay tuned for more information.

For more information contact Jeff Ebert at (406) 444-7639 or 1-800-714-7296. ♦

MDT Enters Internet Era!

MDT now has a World Wide Web Home Page.

It provides such information as:

- Road and weather reports.
- Public transportation provider phone numbers.
- MDT publications.

Internet Address
<http://www.mdt.mt.gov>



Communication...

Transportation Planning Keeping You Informed

Here is a list of recent publications available from the Transportation Planning Division:

- Recreational Vehicle Dump Site Map
- Status Report on the McCarty Farms Case
- Draft of Billings Transportation Improvement Program
- Community Transportation Enhancement Projects Not on State Right-of-Way
- Draft of Public Involvement Process - Continuing Planning Process
- Distribution of Surface Transportation Funds in Montana

For more information please call 1-800-714-7296

Upcoming Events.....

Transportation Commission
meetings:

April 10th & 11th

June 4th, 5th & 6th

MDT Rumble Strip Policy Finalized

MDT recently released a revised rumble strip policy which reflects MDT research, as well as results of an extensive public involvement process.

The policy establishes guidelines for the placement of rumble strips on highway shoulders as a cost-effective way to reduce run-off-the-road crashes, while at the same time recognizing the needs of bicyclists.

A copy of this policy may be obtained by calling
Bill Squires at (406) 444-6228.

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